TURN LANES • CURBED AND UNCURBED MEDIANS

Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1	URBAN CONDITIONS			RURAL CONDITIONS		
			Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3	Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3
35	25	70'	75'	145'	110'	———	———	———
40	30	80'	75'	155'	120'	———	———	———
45	35	85'	100'	185'	135'	———	———	———
50	40/44	105'	135'	240'	160'	185'	290'	160'
55	48	125'	———	———	———	225'	350'	195'
60	52	145'	———	———	———	260'	405'	230'
65	55	170'	———	———	———	290'	460'	270'

DESIGN NOTES

1. Basis for turn lane configurations:
   - Informed Driver.
   - Stop condition (With Or Without Stop Control).
   - Wet Pavement.
   - Reaction preceding entry point.
   - Minimum braking distance for urban conditions.
   - 75' min. for L_2.
   - Comfortable deceleration rates for rural conditions (AASHTO 2001 threshold rate of 11.2 ft./s²).

GENERAL NOTES

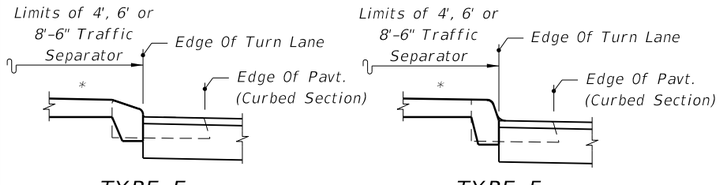
1. The plan views shown are for turn lane taper shapes and dimensional purposes only, they do not prescribe the use of curb, curb and gutter, shoulders nor separators specifically to either rural or urban conditions.

2. Total deceleration distances must not be reduced except where lesser values are imposed by unrelocatable control points.

3. Right turn lane tapers and distances identical to left turn lanes under stop control conditions. Right turn lane tapers and/or distances are site specific under free flow or yield conditions.

4. These left turn configurations apply to continuous left turn lanes only where specifically called for in the plans.

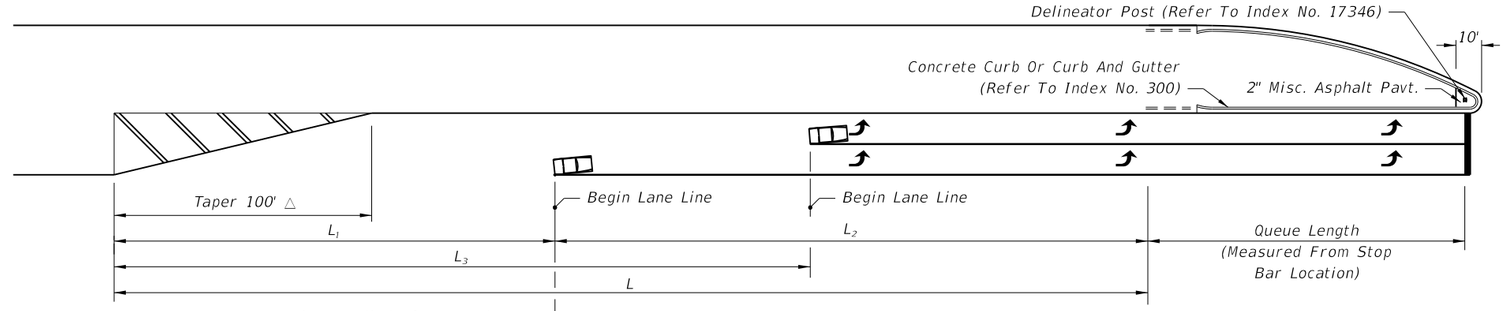
5. For pavement markings see Index No. 17346.



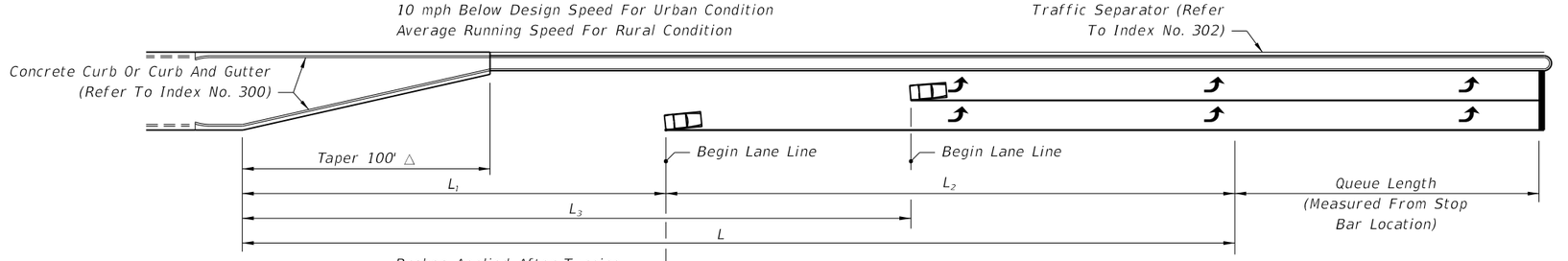
For Curb And Curb & Gutter Types, See Index No. 300

* Option I Separators Shown (Refer To Index No. 302)

MEDIAN CURB AND TRAFFIC SEPARATOR JUNCTURE DETAILS

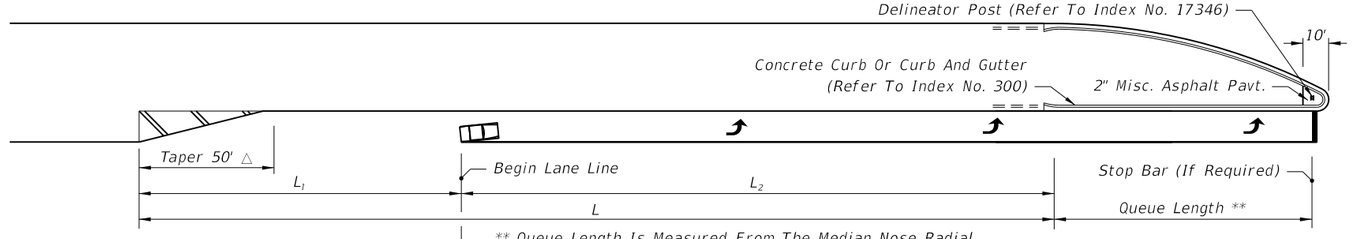


FLUSH AND/OR CURBED SEPARATION



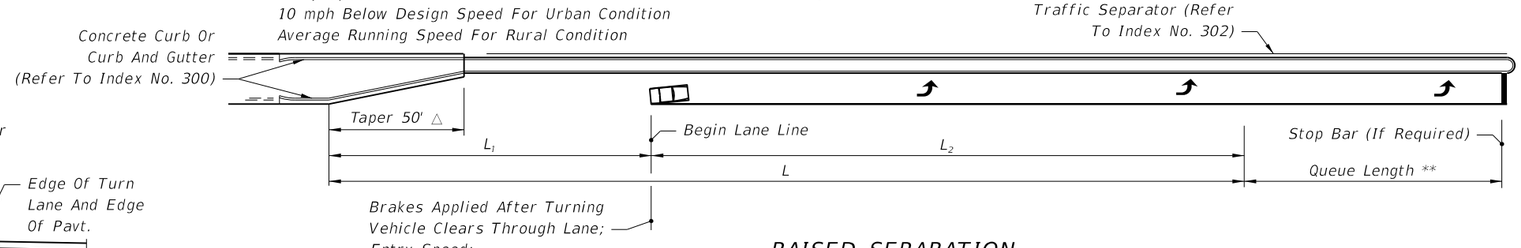
RAISED SEPARATION

DOUBLE LEFT TURNS



** Queue Length Is Measured From The Median Nose Radial Point Or, When A Stop Bar Is Required, From The Stop Bar.

FLUSH AND/OR CURBED SEPARATION



RAISED SEPARATION

SINGLE LEFT TURNS

△ The length of taper may be increased to L_1 for single left turns and L_3 for double left turns when:
- a. Left turn queue vehicles are adequately provided for within the design queue length.
- b. Through vehicle queues will not block access to left turn lane.
- c. Approved by District Design Engineer.

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/05			FDOT 2014 DESIGN STANDARDS	TURN LANES	301	1 of 1